

Northwest Aircraft Awareness Session
February 27th , 2002
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ARE YOU PREPARED FOR TOMORROW??

The events of September 11th changed many lives. The impacts and implications are varied and still being determined. We have never experienced having our nations airspace shut down. "Ground Stop" was a new term for all of us. Through continuous negotiations our aircraft were allowed to fly during the Ground Stop. As we coped with getting back in the air after September 11th, one thing was for sure. We need to plan for the future.

WHAT IS CHANGING?

Our nations airspace is changing. New terminology was coined or used: Ground Stop, Enhanced Class B Airspace, SCATANA, and ESCAT. NOTAMS needed to be consulted hourly. Interception procedures were routed and posted on the internet. NOTAMs were contradictory and at some points vague (avoid nuclear power plants but no locations were given at the time).

The proposed DOD budget is doubled. This will result in additional training. Impacts could involved more flight time in MTR's and SUA's, additional training exercises. Negotiations for deconfliction with DOD could change as their priorities are enhanced.

Homeland security will be given a high priority. Larger budgets are being proposed for US Customs. This too could result in additional flight hours and the need for strong relationships.

HOW DO WE COPE?

Our skill level in understanding airspace will be crucial. Dispatchers involved in coordinating with DOD and FAA will need to be extremely knowledgeable in understanding our nations airspace, NOTAMS and current situations. The following is a checklist of tools and skill suggestions to assist our Dispatch community in coping with the repercussions of September 11th.

WHAT IS OUR AIRSPACE PROGRAM?

The purpose is to avoid a mid air collision through education, training and coordination.
Safety driven through SAFECOMS of TFR intrusions and Near Mid Air Collisions
Training develops airspace coordination for all levels of aviation
SAFECOMS show a definite relation - DOD incidents dropped dramatically
Airspace program influences other aviation programs

WHAT WERE OUR TRENDS LAST SUMMER?

Fire season 2001 saw a total of 83,966 fires for 3,570,225 acres. What set the season apart from most others is its late start in the West and how quickly it picked up momentum. For example, from Aug 13th through 15th, 1038 new fires were reported.

Field Airspace Coordinators were deployed for the first time in this region. A Field Airspace Coordinor is a technical specialist who was dispatched with a GIS specialist. They liaised with Incident Management Teams, Dispatch Offices, General Aviation, FAA and DoD. Their services were invaluable.

HIGHLIGHTS OF LAST SUMMER

**Site visits with NAS Whidbey, Mountain Home AFB, Idaho ANG
McChord AFB Coordination - special thanks to John Ryan
CAHIS/IAMS training at Seattle Center
DOD US Notam Website (www.notams.jcs.mil) (Handout)
August 31st Letter from AFXO regarding fire fighting air operations
Coordination with Sentry Eagle Exercise, Oregon ANG
US Army (Ft Rucker) distribution of TFR video tapes and posters
USFS TFR MAPPING PROGRAM (www.fs.fed.us/r6/fire/aviation/airspace)**

99 SAFECOMS involving airspace were submitted to the USFS SAFECOM system.
10 involved DOD
21 Near Mid Airs identified (only 1 with DOD)
5 SAFECOMS submitted (3 in NM, 2 in AZ)
1 NMAC involving SEAT/Air Tanker
1 DOD TFR Intrusion
1 Medial intrusion
1 F-16 over helibase'
1 NMCA with unk Beech Bonanza - No TFR
33 SAFECOMS were in Washington/Oregon (24 WA/9 OR) (PIs See Handout)

REMEMBER

10 year analysis of USFS SAFECOMS:
30% DOD, 30% Agency, 30% GA/Comm, 15% other
1 out of 5 intrusions became Near Mid Air Collisions
1 out of 3 Near Mid Airs resulted in documented evasive action taken
Our "See and Avoid" capability is reduced by smoke, looking to the ground, etc

WHO DO WE HAVE NEAR MID AIR INTRUSIONS WITH?

32% DOD 34% Agency 31% GA/Comm 3% Other
The Air Force says that Near Mid Air Collisions are WARNINGS

CRITICAL CONTACTS - KNOW OUR AIRSPACE PARTNERS

FAA manages the nations airspace
ARTCC - our first call for TFR requests
NFDC/US NOTAM office - Issues TFR from Washington DC
FSS - Distributes our TFRs
Receives requests for advisory NOTAMS
FSDO - investigates TFR intrusions and Near Mid Airs (NMACS)
FAA Regional and National Headquarters - support and advice
DOD is assigned airspace for use
MTR's - each route has a Scheduling office
SUAs - each has a Controlling Agency

HOW DO YOU DEVELOP A RELATIONSHIP WITH FAA/DOD?

Critical Contact Phone Lists developed - In Mob Guide — 24 hour contacts
Site visits to FAA and DOD - meet the schedulers
LOAs/MOUs - Standardize procedures and stabilize transitions

TRAIN FOR BACK TO BASICS - AIRSPACE COORDINATION SKILLS

- Ability to read Sectionals and AP1/Bs
- Ability to plot Bearing and Distance
- Ability to plot Lat/Longs (More on Lat/Longs later!!)
- Knowledge of the National Airspace System
- Class A through G
- Special Use Airspace, Military Training Routes

PREPARE YOUR AIRSPACE TOOL BAG

- Interagency Airspace Coordination Guide
 - Customize your Checklists
- Current FAR/AIM
- Current Sectionals (More than one!!)
 - Aeronautical Chart Users Guide
 - Video: "Flying in Special Use Airspace"
 - Video: King School "The Complete Airspace Review"
- Current AP1/B
 - Maps and Book
 - Where you find IR and VR MTRS
 - Why you are interested in VFR Helicopter Refueling Routes
 - Nuclear Power Plant Locations!!! (AP1/B)
- Current CAHIS/IAMS
- US Air Force MACA (Mid Air Collision Avoidance) Plans
- 1255 Transponder Code
- US NOTAM Website (www.notams.jcs.mil)
- US NOTAM Handbook
- Interagency Airspace Coordination Website
- TFR MAPPING!!!

DisplayText cannot span more than one line! OUTREACH TOOLS

- Airspace Posters
 - "Stay Away, Stay Alive"
 - "Don't be like a Moth to the Flame"
 - BLM "If its Hot....."
 - Customize your own posters
- Airspace Video
 - Aviators and Wildfires
- DOD Airspace Range Council Meeting
 - Salt Lake City Meeting in March (Handout)
- Letters to airports

UNDERSTANDING TFRs and Deconfliction

- FAR 91.137
 - Who exactly is allowed inside a TFR?
 - Media, Law Enforcement, Airport Traffic, IFR Routed Traffic
 - Multiple or complex TFRs - when do you go "non-circular"?
 - Why you get a "bow-tie" TFR
- Working with the FAA
 - Whats up with LATs/Longs?

Do you know when to deconflict?
What if the FAA or DOD say NO?

ISSUES FOR 2002

Airspace Guide Publication
TFR Mapping Program
SCATANA/ESCAT
Standardized TFR Form (Handout)
Standardized Lat/Long (Handout)
Coping with potential change
Military Priorities
Field Airspace Coordinator

INTRODUCTION TO OUR PANEL

Coordination and cooperation is the key to preventing a mid air collision or a TFR intrusion. Coordination comes from education and standardization. It is my hope that our airspace program enhances safety in the airspace in which you fly. Cooperation comes from a common desire to be safe and effective in a high risk environment.

Our goal is to prevent a mid air collision through a concerted effort of our Agency Leaders, FAA, DOD, our aviation community, our Dispatch community and those who fly in the National Airspace System. The following are leaders from our partners in airspace, the FAA and DOD who are here today to share their perceptions and ideas for flying safely in today's airspace.

PANEL DISCUSSION

Many thanks to our panelists today!!

Dan Mawhorter - Northwest Mountain Regional Headquarters - FAA

Rita Downs - Seattle Air Route Traffic Control Center

Will Robertson - McMinnville Flight Service Station

Johnny Miller - Hillsboro Flight Standards District Office

LTC Frank Morin - Department of Army Representative (DARR) to FAA Reg Hqtrs

John Ryan - Airspace Manager - McChord Air Force Base

Gary Eastburn - Western Air Defense Sector (WADS)